



## GREENSBORO URBAN AREA Metropolitan Planning Organization

### TECHNICAL COORDINATING COMMITTEE

**Minutes of April 17, 2002  
2:08 p.m. Greensboro, NC  
County Commissioner's Briefing Room (Blue Room)  
Old Guilford County Courthouse**

#### **ATTENDANCE**

Jim Westmoreland	TCC Chair/GDOT	Jeff Sovich	GDOT
Tyler Meyer	GDOT	Libby James	GTA
S. Frank Wyatt	Engineering & Inspections	Les Eger	Guilford County
Craig McKinney	GDOT	Mike Mills	NCDOT
Jerry Dudeck	NCDOT – Statewide Planning		
Paul Muschick	Greensboro <i>News &amp; Record</i>		
Doug Galyon	Board of Transportation		

Jim Westmoreland called the meeting to order at approximately 2:08 pm.

#### **Action Items**

##### **1. Approval of Minutes of February 20, 2002**

Frank Wyatt moved for the approval of the February 20, 2002 minutes. Mike Mills seconded the motion. The Committee voted unanimously in favor to approve the minutes as prepared.

##### **2. Memorandum of Agreement, Piedmont Triad Regional Travel Demand Model**

Jeff Sovich advised the Committee that this memorandum of agreement establishes criteria and procedures for the development, use, and maintenance of the regional travel demand model. The four regional MPOs, PART, and NCDOT have collaboratively developed this agreement, which is regional in scope. It covers the area bounded by the four MPOs, which are Burlington/Graham, High Point, Winston-Salem/Forsyth County and Greensboro. He also advised the committee that this agreement marks the first time the Burlington/Graham MPO would be included in the model.

He also informed the Committee that the travel model update that is currently underway is a key priority for the MPO. It relates to improvements in project forecasts, in transportation systems planning, and in meeting air quality conformity requirements. The travel model memorandum of agreement generally reflects the current relationship between the parties, but it also provides for updates or changes in their roles and responsibilities in using, maintaining, and developing the model.

He stated that the suggested action is to recommend approval of the model to the TAC.

Jerry Dudeck advised that this agreement is a new document and is not federally mandated. The MOA requirement was established by NCDOT as a result of previous experiences in other areas. It would show how the relationships, as currently structured, should work and how problems should be arbitrated if they arise. The only other areas that have, or are in the process of developing a similar memorandum of agreement are the Metrolina Area and the Triangle Area. The MOA specifies the authorized users of the model, the modeling software platform that will be used, and the calibration standards that must be met. The MOA addresses only those issues related to the travel modeling process, for the entire Triad Region. By contrast, the Prospectus addresses the responsibilities and relationships of an MPO and other agencies in conducting all forms of transportation planning within the MPO's planning area.

Tyler Meyer commented that it would not be necessary to change the MOA unless the responsibilities and roles change. He also advised that at the next meeting a presentation would be given concerning the specifications and performance measures for development of the travel demand model.

Jim Westmoreland asked for a motion to recommend approval of the memorandum agreement for the Piedmont Triad Regional Travel Demand Model to the TAC. Jerry Dudeck moved to recommend the agreement. Frank Wyatt seconded the motion, which was unanimously approved.

## **Business Items**

### **1. Guilford College Road Widening Project Scope Update**

Mike Mills told the Committee that the project consists of two different sections, A and B. The A Section goes from High Point Road to Mackay Road. It was proposed to be four lanes divided by a grass median. Section B which also was proposed to be four lanes divided by a grass median, goes from Mackay Road and ties into Wendover.

Mills explained that property owners and area churches along the B Section have recently asked for a cross-over to permit U-turn and left turn movements. Spacing requirements in the right of way make this request almost impossible. Doug Galyon explained that he has requested a new study, to consider changing Section B's cross-section to five lanes with curb and gutter, while keeping the grass median in Section A. He has spoken with Debbie Barbour concerning these changes. Ms. Barbour indicated that any change will delay the completion of Section B, and that there are traffic safety issues as well. Any change would have to go through the MPO for their approval. Mr. Galyon stated that any delay that resulted would be worthwhile to achieve a more desirable solution. The current schedule for Section B is for right-of-way acquisition to begin in 2003 and construction to begin in 2005. Ms. Barbour will present the findings at the May meeting of the Board of Transportation. NCDOT will update the TAC and TCC at the June meetings. Mr. Mills advised that Section A should be under construction in 2003.

## **2. Amend 2002 – 2008 MTIP: PART Regional Park-and-Ride Lots**

Jeff Sovich advised the Committee that PART was recently awarded CMAQ funds by the North Carolina Department of Transportation. The purpose of the funding is to construct five regional park-and-ride lots, intended to support regional and local transit service and to enhance multi-modal travel options throughout the region. This item would involve an amendment to the MTIP. There are five possible locations for the park-and-ride sites. One is in the vicinity of the airport, one in or near High Point, followed by a location on the east side of Winston-Salem, and a possible alternative location where U.S. 70 intersects with the Greensboro eastern urban loop.

## **3. Amend 2002 – 2008 MTIP: PART Unfunded Capital Projects, FY 2003**

Jeff Sovich informed the Committee that the PART unfunded capital needs list consists of projects for which FTA discretionary funds are sought. Guidance from the Federal Transit Administration specifies that unfunded projects listed in the 5309 Program should include only those items for which local matching funds are assured, thus, it should be a list of realistic projects, rather than an unconstrained “wish list.” This list covers fiscal year 2003, and would be amended into the current MTIP. The follow-up for this item would be to recommend that the TAC adopt the amendment to the MTIP at the May meeting. Greensboro’s funding award for Section 5309 should be known within the next two weeks.

Tyler Meyer added that the Section 5309 fund is awarded through annual statewide earmarks in the federal transportation appropriations legislation. NCDOT then allocates the statewide amount to subrecipients. Because the statewide earmark fluctuates significantly from year to year, there is no fixed allocation level for the various subrecipients. Instead, allocations are made based on an assessment of the priority of existing needs and the sources of funding available to meet those needs throughout the state.

## **4. PART Unfunded Capital Project listing for 2004 – 2010 MTIP**

Jeff Sovich commented that these projects also seek FTA discretionary funds, but this would be from various sources including section 5307, section 5309, and others. The first two years of this list are under current funding consideration. The more costly projects are listed in the later years. This item will be considered for inclusion in the draft 2004 – 2010 MTIP, which is currently being prepared.

## **5. Report on the MPO Priority Needs Session**

Tyler Meyer reported on the recent MPO Priority Needs Session. MPO officials, Doug Galyon, and NCDOT staff met to discuss the TIP status of area roadway projects, and the overall state of the transportation budget. He noted that TEA-21 established a guaranteed funding floor for the federal-aid highway program for 1998 – 2003 as well as a *Revenue Aligned Budget Authority* mechanism to correlate federal highway trust fund outlays with receipts. For previous years, RABA has led to funding levels substantially above the guaranteed baseline amount. However this year’s economic downturn has led to a shortfall of approximately \$94 million in North Carolina alone. At the state level, available highway trust funds continue to outpace the availability of constructible “highway trust fund eligible” projects. Also, the highway trust fund is NCDOT’s primary source of state funds to match federal highway program funds. Trust fund restrictions require that each dollar of trust fund money used to match federal aid be compensated by a dollar of federal aid on a trust fund eligible project. This further diminishes the availability of federal aid. The significance of this is that funds are available for trust fund projects such as the Greensboro Urban Loop, but are constrained for many of the MPO priority

projects. Legislative action would be required to improve the situation. Meyer noted that the state legislature took positive steps in this direction last session by increasing the amount of state funding available for the operation and maintenance of transit systems such as GTA.

Jim Westmoreland commented that Congress is trying to enact legislation that would get the federal highway funds allocation up to the obligation levels that are specified in TEA-21. Tyler Meyer explained however, that it was not known what progress had been made in this regard. Jerry Dudeck added that NCDOT is currently under a hiring freeze, but that no current projects have yet been cut. NCDOT's budget is in generally good condition due to numerous vacant positions and the fact that any funds allocated for Rural Planning Organizations, that remains unspent by the end of the fiscal year will revert to NCDOT's general fund.

Jim Westmoreland stated that the city has addressed the current year's budget situation, but that the effects of the shortfall have not yet been resolved in the 2003 budget.

Mr. Galyon informed the Committee that as it currently stands, the state would receive \$620 million in federal highway funding. The Highway Funding Restoration Act, currently before Congress would override RABA and reinstate North Carolina's federal highway funds to their guaranteed baseline level of approximately \$704 million.

## **6. MPO Planning Updates**

Tyler Meyer gave an update on the Bridford Parkway Extension project, which is an MPO priority project scheduled for completion by 2007. The Environmental Assessment phase, which includes a Community Impact Assessment, is currently under way. As part of the CIA process, an initial public meeting was held last July. A second public meeting was held with area residents in March to give them the opportunity to review the proposed improvements, ask questions, and make comments. The residents expressed the general sentiment that they had been taken advantage of by a local land speculator, and that as a result, curb and gutter have not been installed on their streets and municipal water supply has not been extended to their homes. Their primary concern was for the Bridford Parkway extension to create the minimum possible impact on their property and their neighborhood. These concerns have been forwarded to the project engineer. The Environmental Assessment for this project is scheduled for completion in Fall 2002, after which, another public meeting will be held. Right-of-way acquisition will begin in 2005.

Tyler Meyer informed the Committee that the Airport Area Transportation Plan deserves further discussion. To help the process along, Statewide Planning has agreed to write up results of the work that has been done to date. A meeting will be held at the PART offices, and the results will be available at the next TCC meeting.

He also informed the Committee that there has been a request for enhancement projects. A notification will be sent to TCC agencies including the towns. This program would fund projects such as bike facilities and historic transportation renovations.

The TCC adjourned at 3:00 p.m.